THE DELAWARE AND HUDSON COMPANY BULLETIN

BRANDT LAKE
EAST SIDE

"the D&H"

NOVEMBER 15, 1928

Thanksgiving Proclamation

By the President of the United States

THE SEASON again approaches when it has been the custom for generations to set apart a day of Thanksgiving for the blessings which the giver of all good and perfect gifts has bestowed upon us during the year. It is most becoming that we should do this, for the goodness and mercy of God which has followed us through the year deserve our grateful recognition and acknowledgment.

Through His divine favor, peace and tranquility have reigned throughout the land. He has protected our country as a whole against pestilence and disaster and has directed us in the way of national prosperity. Our fields have been abundently productive; our industries have flourished; our commerce has increased; wages have been lucrative, and contentment has followed the undisturbed pursuit of honest toil.

As we have prospered in materal things, so have we also grown and expanded in things spiritual. Through divine inspiration we have enlarged our charities and our missions; we have been imbued with high ideals which have operated for the benefit of the world and the promotion of the brotherhood of man through peace and good will.

Wherefore, I, Calvin Coolidge, President of the United States, do hereby set apart, Thursday, the 29th day of November next, as a day of general thanksgiving and prayer, and I recommend that on that day the people shall cease from their daily work and in their homes and in their accustomed places of worship devoutly give thanks to the Almighty for the many and great blessings they have received, and seek his guidance that they may deserve a continuance of His favor.

In witness whereof I have hereunto set my hand and caused to be affixed the great seal of the United States.

Done at the city of Washington, this 23rd day of October, in the year of Our Lord, One Thousand Nine Hundred and Twenty-Eight, and of the Independence of the United States, the One Hundred and Fifty-Third.

CALVIN COOLIDGE.

By the President:
FRANK B. KELLOGG,
Secretary of State.

"the D&H" The DELAWARE AND HUDSON COMPANY BULLETIN "the D&H"

Vol. 8 Albany, N. Y., November 15, 1928 No. 22

An Old School Railroad Man

Susquehanna Division Veteran Baggageman and Trainman Says He Owes His Education and Happiness to the Railroad

IF someone should ask a group of veteran railroad employes, "What is the secret of the amazing development and success of modern railroads as compared with the railroads of America at the opening of the Twentieth Century," some of these men, who had been schooled in the "Three R's" in a little country school, might aptly reply, "Service, System and Speed." Our railroads of today pride themselves on the excellent service they offer the public. Everything is systematized to a high degree of efficiency, and beyond all doubt our trains run on faster scheduled time.

Those of the old school of railroading perceive, however, more vividly than we of today, this vast improvement. Among the number of such veterans is MICHAEL HEATHERMAN, pensioned trainman and baggageman, whose home is at 16½ Robinson Street, Binghamton. MR. HEATHERMAN, when a youth, was of massive build, and was famed for his strength. He was unable to complete school and was forced to go to work at an early age.

MR. MICHAEL HEATHERMAN

When nineteen he saw his first railroad experience with the Erie railroad in his home town, Binghamton. He worked as a section man for three years, rising to the position of assistant foreman. Becoming dissatisfied with his work, he sought employment in the roundhouse of the Delaware, Lackawanna and Western. He was employed "pulling fires" and as a hostler by that company for nearly two years. During this time he pulled the fire on the *H. G. Bovit*, locomotive No. 4 of the Lackawanna, on its initial trip to Binghamton. This locomotive, incidentally, was the first column burner to enter that city.

He was then hired, in 1891, by Delaware and Hudson Conductor T. F. Sullivan, who was then in charge of the way freight running from Binghamton to Oneonta and return daily. At that time the conductors "hired and fired" their own trainmen. He thus began what proved to be his life's work, and served our company continuously for thirty-six years, thereafter.

Way freight work at that time was far different from what it is today. The way freight took all of the empty coal cars out of Binghamton and all loads destined to any station between Binghamton and Oneonta. At Nineveh they set off their coal cars and filled out to fifteen loads for the trip to Sidney. If they had fifteen cars of local freight out of Nineveh they took them—if not they took additional loads to make up their tonnage.

From Sidney to Oneonta their tonnage was twenty-five loads. Upon arrival at Oneonta they started back with full tonnage, or twenty-five loads, Oneonta to Sidney, fifteen loads Sidney to Nineveh, and twelve loads, Nineveh to Binghamton. Of course the weight of a loaded car varied. Some days fifteen loads out of Binghamton would be handled easily by their engine, the 174; on other days they might stall on Belden hill. On such occasions it was up to them to solve their own problems. If they could get over the hill in any way they did so, if not, they would have to set off or double.

Then too, switching out cars at the various stations, was no easy matter with a string of empty coal cars and loaded cars. Some days they would have so much work to do that they would not get home in time to start out the next day. It was then necessary to get "orders over themselves" to get home over the single track. By way of explanation it might be said that their train, northbound, was No. 30. Returning it was number 31. On the return trip if they were somewhere north of Binghamton when it was time for No. 30, their train, to be marked, they had to get orders to proceed to Binghamton over No. 30, even though there would be no such train that day.

Another problem presented itself when the train arrived at the various stations. They had waybills for so many pieces of freight for each station. If they found all of the pieces of freight which were listed on the waybills there was no trouble. But there was no system followed in the loading of the cars, and it was frequently necessary to unload half of a car to find one piece of merchandise or freight. Even after this had been done the missing consignment could not always be found. Under those circumstances they would take the bill on to Oneonta, where the agent's force would locate the consignment and they would deliver it at the proper station the following day on their return trip. On some trips they had several cars of furniture from Nineveh, part of which was to be delivered at each of the way stations between that point and Oneonta. It was on these days especially that they were forced to leave a station without delivering all of the consignments. In the event that the missing item happened to be perishable they would put a man in the car to locate it while continuing northward, and deliver it on the southbound trip the same day.

At that time passenger conductors were given a two-week vacation. There was only one extra passenger conductor at Binghamton, and it so happened that it was Conductor Sullivan. He was then called upon to run in passenger service each year until all passenger conductors had had their vacations. While Sullivan was on the passenger runs, MR. HEATHERMAN ran as conductor on the local freight.

MR. HEATHERMAN was, and still is, a tall, broad shouldered man. The train crew on the way freight, in fact, was reputed for its sturdy men. They frequently were called upon to carry a barrel of sugar, weighing 385 pounds, or a barrel of oil, weighing 400 pounds, from a car to the station platform. At times they had consignments of molasses. Molasses was contained in drums weighing 700 pounds. One of the men would have to get in between the cars while it was transferred from one car, through another, and onto the platform. Few men can bear 700 pounds of weight on their shoulders and because they were able to do so the crew of the local freight were sometimes known as the "Camels."

After working on the local freight many years, he took a job in the Binghamton yards. He continued in the yards until 1922 when he entered the baggage service on trains Nos. 305 and 302. He occupied this position until December 22, 1927, when he was forced to retire on account of ill health.

MR. HEATHERMAN fears that he will never be able to work again, but the vivid memory of his days with our company lingers with him. He loves to sit on his porch, during the summer months, and chat with the passing railroad men. During the winter months he is unable to be out of doors and greatly enjoys a visit from his life long friends of the Delaware and Hudson. He bids any of his friends, or any other employes whether or not actively in the service to come and visit with him, so that he may keep in touch with what is going on on the road, for, he says:

"The Delaware and Hudson was always good to me. I spent most of my life with them and would still be working for them if my health would permit. Why, I learned to read from the waybills on the way freight. I never had an opportunity to finish my schooling and when I came to work for the Delaware and Hudson I could barely read, but by studying the names of stations, consignments, and other writing on the waybills, I learned to read anything. I always had work, good pay, and fair treatment at all times, and even though I am now unable to work, I consider myself still a Delaware and Hudson man."

Memorial Bridge at Binghamton, N. Y.

Binghamton—Gateway to the West

This City With Its Large Industrial Plants, Warehouses, and Railroads Is a Rapidly Growing and Progressive City

ONE of the most rapidly growing cities of all of the communities located on the lines of the Delaware and Hudson Company, is Binghamton, N. Y.—our "Gateway to the West." Probably the greatest of all reasons for the rapid development of the city, is its strategic location. It is situated in the center of the great manufacturing section of the New England and Middle Atlantic states, and in addition, is within a short distance of practically all of the necessary raw materials used in the manufacture of the necessities of life.

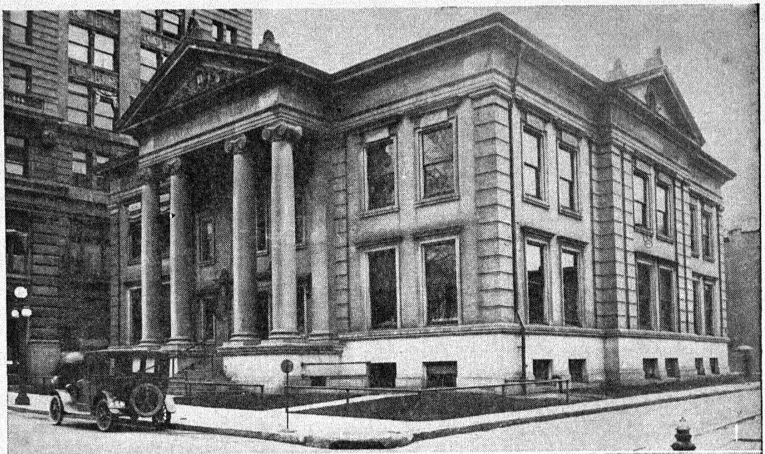
In 1920, Binghamton had a population of 66,800 people, according to the census figures. While no census has been taken since that time, a very detailed estimate made early in 1928, indicated that it now has a population of over 83,000 people.

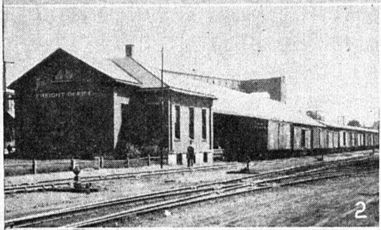
While the community was first populated in 1800, it was on the approximate location of the present city, that General John Sullivan's army was joined by another detachment of about 1,800 troops in 1779, and together they started west to crush the power of the "Six Nations." In the year 1800, one Joshua Whitney, acting as agent for William Bingham, a wealthy Philadelphia, Pa., merchant, who owned nearly all of the land where Binghamton now stands, laid out the plans for a community. By August of that year quite a large settlement had been planned, and in 1815 many people had already made their homes in the community. It was in honor of Mr. Bingham that the city received its name.

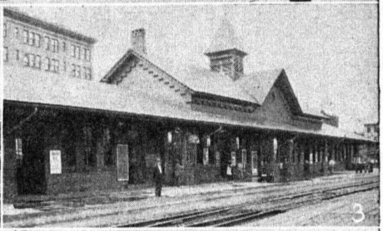
Thirty-five years later, in 1850, the Delaware, Lackawanna and Western Railroad reached Binghamton, and in 1851 the road was opened for operation. The Erie Railroad had already been in operation for approximately one year. The first Erie passenger train with from 300 to 400 passengers aboard had arrived in the city on December 26, 1848 and a gala reception was staged in celebration of the event. Due to its position between New York City and other points to the west, Binghamton was made a terminal of these two railroads. They later reached out to the westward, but the city has always continued to be a thriving railroad center.

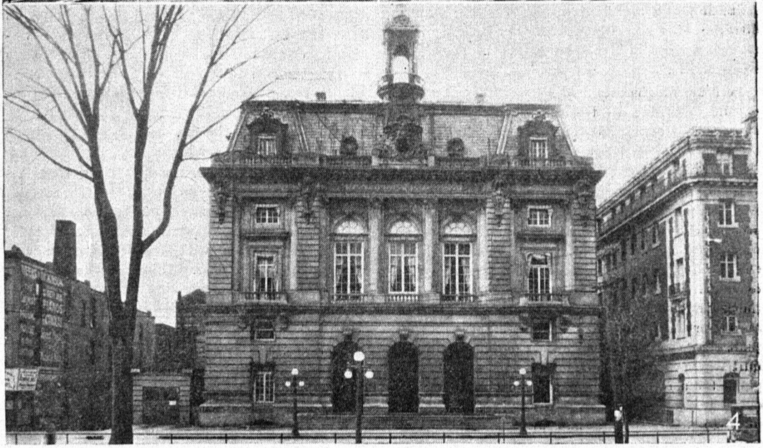
On January 12, 1869, the first train from Albany to Binghamton was operated over the Albany and Susquehanna Railroad, and the road was opened for public travel on January 14, 1869, linking Binghamton with Albany, Boston, and other points to the east. This line was later absorbed into the Delaware and Hudson Company, and now forms our Susquehanna division.

With these transportation facilities it was but natural that a large community should spring up about them. In addition, several of the major highways of the state run through Binghamton, making it a mid-point between Boston, New York, Buffalo, Montreal, Pittsburgh, Baltimore, Wash-









Key on Page 343

ington, and many other large cities. In fact one-third of the population of the United States resides within a 250-mile radius of the city of Binghamton.

Binghamton is also a leading industrial center. One of the largest corporation in the world, the Endicott-Johnson Corporation, manufacturers of shoes, was founded near Binghamton in 1890. Since that time the industry has grown from a small factory, employing 200 hands, and manufacturing 1000 pairs of boots per day, to an industry, employing 17,000 persons and turning out 130,000 pairs of shoes daily. While the main factory is now located at Johnson City, there are also factories in the cities of Endicott and Binghamton, and Binghamton is a distributing point for Endicott-Johnson products.

The cities of Endicott and Johnson City owe their growth and development largely to the establishment of the shoe factories within their limits. They are so closely allied to Binghamton in both location and industries, that the three cities are familiarly known as the "Triple Cities." So rapid has been the growth of all three of the communities that they are virtually one, there being only a short distance between Binghamton and Johnson City, and the latter city and Endicott.

In addition to the Endicott-Johnson Corporation, there are three other large shoe manufacturing plants in the city of Binghamton. There are eighty-five other manufacturing plants, which produce clothing, cigars, cameras and films, books, tools, automobile hardware, motor trucks, toilet articles, washing machines, and over 100 other articles. The total value of Binghamton's yearly output is approximately $175,000,000.

With such favorable industrial conditions the average income per family is $2,668. As a result Binghamton has also become a commercial center. There are fifty-nine large wholesale warehouses, and hundreds of retail establishments within the city. Representatives of these concerns cover the territory within a radius of sixty miles. In order to maintain this extensive trade it is necessary that the city have ample transportation facilities.

This problem is solved by four great railroads, trucking concerns, bus lines, and airplanes. The main lines of the Delaware, Lackawanna and Western Railroad, and the Erie Railroad run through Binghamton, connecting it with New York City and the great west. The Lehigh Valley Railroad does not enter Binghamton but connections are made over Erie tracks to Owego, N. Y. Our own Delaware and Hudson finds its western terminal at Binghamton, and serves as an important link between the west and the large centers of population of northern New York state, the New England States, and Canada. We connect with the Lackawanna and the Erie at Binghamton, and operate one train daily over the Erie Railroad's tracks to Owego to interchange carload shipments.

We interchange on an average, 25,000 cars a month or 800 cars daily with the Erie, Lackawanna, and the Lehigh Valley Railroads. We also operate a large freight transfer platform, where freight from connections is reloaded, and less than carload shipments are handled.

In addition to the railroad facilities above mentioned, there are thirteen established bus lines, and Binghamton boasts a modern air port at which planes arrive, and depart for the leading cities of the east.

Binghamton is therefore a highly desirable place to live. Its schools are among the best. In addition to eighteen public schools, it boasts four parochial schools, and two business colleges. It has many churches, hospitals, parks and playgrounds. There are nine large trust companies and there are savings accounts in Binghamton banks which represent an average savings of $381 per person in the city. Due to the number of its beautiful homes it has become known as the "Parlor City." To our company, however, it is, with its many industries and other railroads a veritable "Gateway to the Golden West."

Key to Photos on Page 342

1. Binghamton Public Library. 2. Delaware and Hudson Freight House and Transfer Platform. 3. Joint Passenger Station. 4. Municipal Building.

Bowlers to Dance

THE Ladies' and Gentlemen's Bowling Leagues of the Delaware and Hudson Athletic Association will hold an informal dance at Menands Hall, Village of Menands, Thursday evening, November 22. Music will be furnished by the "Rythmasters." Dancing from 9 P. M. until 1 A. M. Tickets may be procured from any member of the association, or by writing J. R. LINDSAY, *care Paymaster's Office, Albany, N. Y. Menands Hall is located one block west of Menands passenger station. Use Troy-Albany locals; or trolley, which stops within two blocks of hall. A good time is assured all those who may care to attend.*

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BULLETIN

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Give thanks for homes and happiness
For life, for work, and play—
To Him who plans for all mankind;
On this Thanksgiving Day.

Taking the Railroad for Granted

By MORTON P. FISHER, *Attorney*

PERHAPS the highest compliment that can be paid to the modern railroad is the fact that it is taken for granted. It plays a necessary and integral part in life so quietly and efficiently that it is accorded almost as little conscious consideration by the average person as the air he breathes. Essential to modern existence, it is, nevertheless, so easily available for its service that it escapes normal attention.

I live in Baltimore. I make an engagement in Washington, Philadelphia or New York for a definite time with no more need to consider whether it can be kept according to schedule than if it were an appointment in my own city. I realize, without conscious appraisal, that the railroad is ready for me and that I will arrive at my destination when planned. I accept it as a matter of course. If my train happens to be five minutes late, the occasion is so extremely rare that I am distinctly irritated.

The railroad ought to be proud of that irritation. If the failure to fulfill its schedule to the minute were more frequent, I would expect it, and resign myself to the fact. My real appreciation is best evidenced by a complete absence of conscious thought of it at normal times.

But the failure to envisage the advantage of reliance upon consistent schedule performance is only an isolated example of the many other features which we accept without thought. I take the 12:38 Baltimore and Ohio for Washington It doesn't occur to me to take lunch before I leave. I know there will be a well-ventilated diner offering an excellent variety of food with reasonable prices and efficient service. Many of the smiling waiters who have served me have exhibited an enthusiasm for their work which has added to the enjoyment of the meal. I feel a desire to be friends with them. Yet it is all subconscious and without express appreciation.

Equally, without thought, I accept Safety as a fact. Fool-proof signal systems, efficient employes, careful supervision, maintenance and inspection never enter my thoughts. I know, without realizing, their presence.

Needless to say, the factors of administration, financing, economic operation and the like never occur to me. Nor does the gigantic character of the enterprise, and the breadth of vision and perspective behind it.

Somewhere in the makeup of a railroad must be the element of ambition. Without this element, it goes without saying that it would never have achieved its present progress. But what, upon analysis, is the peak of that ambition in spirit? Flat as may be the statement of it, it can hardly aim higher than to be so efficient that it be accepted by humanity without thought.

Spending

Spend for pleasure, and you'll find,
All your fortune stays behind.

Spend for trinkets, new and gay,
Soon their worth will fade away.

Spend to suit some passing whim,
And your purse will soon be slim.

Spend for land, and soon you'll learn
All that money will return.

Spend for things which reimburse
Later on your empty purse.

For some worthwhile thing to get
Spend your cash and go in debt.

Not in spending failures lie,
Trouble comes from what you buy.

Debts are only bad when they
Rise from money thrown away.

Foolish spending misery brings,
Wise men spend for solid things.

—EDGAR GUEST.

"Who else went to your picnic?"

"Two cousins, an uncle and all the ants."—*The Train Dispatcher.*

Coal Firing Practice

The Work of Both Engineman and Fireman May Be Made Easier If They Will Observe These Ideas While on Duty

THE highest degree of efficiency in the use of locomotive coal can only be obtained by a hearty cooperation of all concerned in all departments involved, but of all the employes, or groups of employes, whose duties may directly or indirectly influence the fuel consumption on locomotives, there are in our opinion, none whose duties are as closely related in this matter as that of the engineers and firemen.

ENGINEERS: The engineers are the dispensers of all steam produced on locomotives. They regulate the appliances, namely the throttle and the reverse lever, that determine the quantity of steam used in the cylinders. Through their method of operating these appliances they can increase or decrease the quantity of steam used to a very marked degree. It is their duty to use the expansive force of the steam to its fullest extent. Steam wasted is coal wasted.

The engineers have charge of the engine and are responsible for the work of the firemen under their jurisdiction. With their years of experience in the locomotive cab they are well qualified to act as instructors to the firemen.

They have wonderful opportunities to assist the firemen to become more proficient in all matters pertaining to fuel economy, by giving them proper and timely advice, or by practical demonstrations, in the proper method of firing and the maintenance of the fire, as well as in all other matters pertaining to their duties.

They should use good judgment in starting out with a new fire. Allowing the locomotive to slip is an unnecessary waste of coal, particularly at this time. Put sand on the rails at the proper time. Operate the second injector to avoid waste of steam at the safety valves, when necessary. Aim to feed the boiler in such a way as to assist the fireman. Do not operate air bell ringers except as prescribed by the rules. To operate same continuously wastes coal. Cooperation between the engineer and the fireman is essential to good firing practice.

FIREMEN: The fireman is most directly concerned in good firing practice. Through his hands passes, so to speak, every pound of the 120,000,000 tons of coal annually consumed on locomotives. He produces the steam required to move almost the entire commerce of this country transported on rails. He converts into steam an average of not less than 600,000,000 gallons of water per day.

It is the duty of the fireman to fire the coal skillfully and economically, in accordance with recommended practices, so that a maximum quantity of steam will be produced per pound of coal fired.

Good firing practice embraces not only the work of firing the coal, but it includes all other closely related duties of the fireman that influence the fire condition and the consumption of coal.

The fireman who understands the principles of combustion is better qualified to be economical in the use of coal. He understands why oxygen is necessary for combustion, how it is admitted to the firebox and how it unites with the elements of the coal. He also understands why the best results are obtained when the coal is fired light and often, with each shovelful spread uniformly over as large a surface of the firebed as possible. He realizes the importance of a thin firebed and knows why coal of proper firing size is more economical than large lumps. He can understand the importance of a uniform high firebox temperature and should be prompted by his understanding of the principles involved to perform this work in the most economical manner.

HAND FIRING

It is essential to good firing practice that locomotives be properly drafted, steaming free, and in good mechanical condition. The grates should be of proper design to suit the quality of coal used, in level position, in good repair and easy to operate. The brick arch should be in good condition and the flues clean.

Before starting a new fire in the roundhouse, or other place it must be known that the grates are clean, free from ashes or clinkers, in a level position, and that the air space through the grate bars, including the center and side bars, are not plugged with ashes or other foreign substance.

Great care should be exercised when starting a new fire so that it will be turned over to the engine crew in the best possible condition; free from clinkers or banks. The rake or hook should never be used to rake or disturb the firebed at this time, as it may start the formation of a clinker. Before leaving the roundhouse track at the beginning of the trip, the fireman must know that the fire is in good condition.

From the time the engine crew takes charge and up to a reasonable time in advance of the leaving time of the train, only enough coal should be added to the firebed to maintain the fire, and a proper water level in the boiler. Too much coal added during this period will cause a waste of steam at the safety valves. At the proper time in advance of departure, the fireman should begin to prepare the fire for the start by adding small charges of coal; spreading same evenly over the firebed and allowing a sufficient interval of time between each charge to permit the previous charge to become properly ignited. This process should be repeated until the required thickness of the firebed is obtained. The required thickness of the firebed at the start will depend on several factors, such as; the kind of coal used; the type of grades; the tonnage of the train; and the grade conditions out of the yard, etc.

Care should be exercised when preparing the fire for the start to make sure that it is burning evenly over the entire grate surface, with no holes or banks, bearing in mind that the condition of the fire at the start will, to a large extent, influence the fire condition and the fuel consumption for the remainder of the trip.

A maximum amount of water in the boiler, within the limit of good practice, is desirable at the start. With plenty of water in the boiler it will not be necessary to apply the injector so soon, affording the firemen a better opportunity to maintain a full head of steam with less crowding of the fire. Consequently with less liability of spoiling the fire. The starting of a new fire, is recognized as being the most vital period with respect to the condition of the fire for the remainder of the trip. Hence, a proper start is essential to good firing practice.

When the train is under way with a good fire, every precaution should be taken to maintain it in that condition. This can best be accomplished by firing light, spreading each scoopful of coal over as wide a surface of the firebed as possible, coupled with proper attention to grate shaking. The lighter the coal is fired and the more uniformly it can be spread, the easier it is to maintain a clean and light firebed.

No definite limit can be established as a standard applicable to all roads and all conditions with regard to the number of scoops of coal per " fire." This will vary to some extent with the quality of coal used, the size of the locomotive, and the demand for steam. Experience has proven, however, that it is entirely practical to fire large Consolidation type engines with from three to five scoops to the " fire " and smaller locomotives can be fired with two and three scoops.

For economical consumption of coal, limit the number of scoops per fire to the minimum requirement. Do not fire five or six when two will do.

A fireman who has been accustomed to the " slugging " or heavy method of firing may experience a little difficulty at first with the light method, but as he becomes more proficient in the work he will become convinced of its merits. He will discover a better fire condition, less necessity for shaking grates, less necessity for cleaning fires between terminals, less fuel consumed, and consequently less work for him. He will become a strong booster for proper firing practice.

A bank in the firebed is usually caused by improper heavy firing. It is very objectionable as it reduces the effective grate area and causes clinkers to form. A bank may be gotten rid of by shaking the grates slightly in the particular section involved, or in some cases by firing around same. Still in other cases it may be advisable to break the crust of the bank carefully with the fire hook. This will allow the draft to pass through, burning it out. Careful handling of the hook in such cases will not cause clinkers.

Light firing is the best clinker preventative known. Many coals will clinker badly with improper heavy firing, but will perform very satisfactory when proper firing practice is followed.

For successful and economical firing a regular, methodical system should be adopted. The "Alternating Sides " and " Cross Firing " methods are perhaps the two best known. When the fireman becomes accustomed to a regular system he will not become easily confused in regard to where he should place the next scoop of coal. He unconsciously follows the system. Occasionally it may become necessary to place an additional scoopful of coal in a developed thin spot or omit one in a spot that is getting a little heavy.

Most of us are familiar with the procedure under a regular system of firing; but for the benefit of others we will explain one—the "Alternating Sides " method—more fully. Under this method the fireman places the fire alternately, one on the right and one on the left side, spreading each fire to cover one-half of the grate area. When for example, the three-scoop method of firing is followed, the fireman will spread the coal from the first scoop over the front part of the firebed on the side involved, the coal from the second scoop over the central part and the coal from the third scoop over the back part in such manner that one half of the total area of the firebed has been covered with a uniform layer of coal. The next fire will be spread over the opposite one-half of the firebed, repeating the procedure of firing just described. Firing in this manner insures a high and uniform temperature, a more complete combustion and a reduction in the amount of fuel consumed. The fire door should be closed between each scoop of coal fired.

On the other hand, under the heavy method of firing, the temperature of the firebox is temporarily lowered, below the ignition point of the gases, with each fresh fire and consequently wastes coal and causes black smoke.

BLACK SMOKE: Light firing is without doubt the best preventative of black smoke. It is a remedy that never fails and is more effective than all smoke prevention devices that can be applied to locomotives. The lighter the fire the more satisfactory are the results. Through residential or other smoke restricted districts of the various cities, the one scoop method of firing has been found exceptionally efficient.

To follow the one-scoop method will in some cases require the fire to be prepared heavier than usual before such districts are reached if on an inbound train. In the case of an outbound train, the fire should be prepared at the roundhouse. With the fire properly prepared, and following the one-scoop method, the steam pressure can be maintained and the objectionable black smoke eliminated.

SHAKING GRATES: Proper shaking of grates is an important factor in connection with good firing practice. Grates should be shaken often enough to keep dead ashes off the grates when the fire becomes so heavy that it restricts the free flow of air to the firebox. No standard can be set up that will apply to all roads under all conditions as to how often and how hard grates should be shaken. This will depend on the kind of coal, the type of grates, and the quantity of coal fired in a given period.

There are some coals, with a low ash content, that require practically speaking, no shaking of grates between terminals. Other coals, with a high percent of ash and clinker forming impurities, require a frequent shaking of grates in order to maintain a satisfactory fire condition. Grates should be shaken preferably when the engine is standing or drifting. If it is necessary to shake grates while the engine is working, only one section should be shaken, and the fire rebuilt on same, before the next section is shaken.

WORKING THE INJECTOR: Much coal can be saved by the proper and judicious operation of the injector to suit conditions under which the engine is working. All the water in the boiler represents stored heat. Store as much of this latent energy in the boiler as practical at every opportunity. When occasions arise, such as in starting a train, or when taking a run for an ascending grade, this reserve supply of heat, if available, will save coal.

When steam pressure drops back it will be found more economical to shut off the injector temporarily and regain the steam pressure by a normal firing rate, than to force the fire and endeavor to regain the steam pressure with the injector working. Apply the second injector when necessary to prevent waste of steam at the safety valves. When standing or drifting, with the required amount of water in the boiler, the heater position or blow back of the injector should be used, when necessary, to prevent waste of steam at the safety valves, thereby conserving the surplus heat and steam in the tank water. Engineers and firemen must cooperate to the fullest extent to obtain economical boiler feeding.

ABUSE OF THE BLOWER: To furnish steam for the locomotive blower at full capacity, consumes fuel at the rate of approximately 600 pounds of coal per hour. This will serve to indicate the extent of waste possible through abuse of the blower. In the interest of economy, do not apply the blower except when necessary and then as lightly as conditions require.

COALING TENDERS: Care should be exercised when taking coal enroute or at terminals to avoid overloading the tenders. In case the tender is unintentionally overloaded with coal, it should be trimmed at the chute before leaving; this will prevent a waste of coal and may avoid an injury to a person near the track. Keep the coal raked in from the gangway. Failure to do so may cause a loss or waste of several hundred pounds of coal each trip.

ARRIVING AT DESTINATION: On approaching the terminal at the end of the run, the fire should be allowed to burn down moderately, all banks or heavy spots should be leveled down, so that the engine will arrive with the fire well burned down and the regulation amount of water in the boiler. A heavy or banked fire will cause waste of coal at the cinder pit.

General

Good firing practice is essential for economical consumption of coal on locomotives.

Experience has taught that proper instruction and supervision of firing methods are necessary to advance firing practice. In general most railroads provide, through various means, an opportunity for the enginemen to become familiar with practices that will produce the most economical results, both with regard to the operation of the locomotive and firing of the coal. But of all means provided for pertinent instruction, it is doubtful if any is more effective than practical demonstration on the deck of the engine by a qualified instructor or supervisor, especially so with regard to firing practice.

It affords a golden opportunity, in a most convincing manner, to demonstrate in a practical way, both to new and old men in the service, the firing methods recommended. It is very instructive and will dispel any doubt that may prevail with regard to the practicability and economy of the method advocated.

Our Bowling League Started

WITH the coming of another fall the Delaware and Hudson Athletic Association Bowling League's schedule is well under way. Active playing started on the evening of Monday, September 17, and from the success enjoyed by the league during the first five weeks of play, this promises to be a banner year. The outlook from the very start seemed brighter than ever before, due to the re-arranging of the teams and the addition of two teams which makes a total of sixteen teams now in the league as compared with fourteen last year.

This year it was decided to abandon the departmental idea of choosing the teams. It was found that under the latter scheme some departments were able to produce a better team than others. It was therefore decided to appoint the sixteen individuals who led in averages last season as captains of the sixteen teams this year. Furthermore as no team would then represent any given department the idea of naming the teams after departments was also abandoned.

It was finally decided that the teams should be named after various stations along our lines. The stations selected and the captains are as follows:

Troy, W. F. (BILL) FOLEY; Saratoga, J. J. (BEAR) BEALE; Whitehall, H. G. WALDBILLIG; Altamont, R. J. GEMBERLING; Plattsburg, E. B. SNIFFEN; Green Island, E. C. CRUIKSHANK; Port Henry, R. L. IRISH; Fort Edward, C. J. KENNY; Albany, J. F. FORNER; Elsmere, A. J. FERRIS; Carbondale, F. W. NYLAND; Scranton, O. H. FAUS; Oneonta, I. W. KELLEY; Wrights, H. J. WILLIAMS; Rouses Point, E. P. RAGOTZKIE; Wilkesbarre, E. J. CLAS.

Under this system the teams are more evenly matched. After three weeks of play there were two or more teams tied for each of six percentages, an average of nearly three teams tied on each percentage, and there is only a small difference between the percentages of the leading and last teams. With these encouraging results the officials and members of the league feel confident that this will be their most successful season, and a great step has been taken toward cementing the feeling of good will and sportsmanship among these employes of the Capital District.

The True American

IF I knew a better country,
In this wide world today;
Where man's working hours are shorter
And he's drawing bigger pay;
If the Briton or the Frenchman
Received a larger check than mine,
I'd pack my grip this minute
And sail across the brine.

But I notice when an alien
Wants a land of hope and cheer,
And a future for his children,
He comes out and settles here.

This is the glorious land of freedom,
This is the milk and honey goal,
For the peasant out from Russia,
For the long subjected Pole;
'Tis here the sons of Italy
And the men of Austria turn,
To the filling of their baskets,
With the wages they can earn.

And with all that men complain of,
And with all that goes amiss,
There's no better land to live in,
On God's green earth than this.

So I'm thinking when I listen
To the wail of discontent,
As some foreign agitator
Spreads his evil sentiment;
That this breed of hate and envy,
Which is sowing sin and shame
In this glorious land of freedom,
Should go back from whence they came.

And I hold it is the duty
Of every railroad man,
Who enjoys this country's bounty,
To be a true American.

—SELECTED.

Chooses a Railroad Career

SURPRISE having been expressed in some quarters that John Coolidge, son of President Coolidge, has entered railway service as an employe of the New York, New Haven & Hartford, the *Railway Age* combats the view that the railroads do not offer as good a career to ambitious young men as other industries, and that railway management is not on as high a plane as ever.

In support of the view that railroading is still the "career open to talent," and that advancement is not slower in it than elsewhere, it cites the examples of a number of railway officers, some of whom only recently have become presidents. Alluding to Hale Holden, who is soon to leave the presidency of the Burlington to become chairman of the Southern Pacific, it is recalled that he "entered railway service as an attorney in 1907 and in seven years, when only 45 years old, became president of the Burlington." Other examples are mentioned as follows: "After having practiced law in Iowa, Fred W. Sargent came to Chicago as general solicitor of the North Western in 1921, and in four years, when only 49, became president of that railroad. Colonel N. L. Howard was only 41 when he became president of the Chicago Great Western. H. R. Kurrie was only 39 when he became president of the Monon. L. A. Downs worked his way up from the bottom through the engineering and operating departments, but he was only 52 when he became president of the Central of Georgia, and 54 when he became president of the Illinois Central. H. A. Scandrett was 52 when he became president of the Milwaukee. Fairfax Harrison of the Southern became a railway president at 41, and Ralph Budd of the Great Northern at 40. No matter where a man starts in the railroad business he has a chance to become a president. He has as good a chance to rise to one of the highest positions in the industry while still young as he would have in any other industry."

It is an interesting fact that each of the presidents mentioned is a college man.

"It is true," the *Railway Age* adds, "that the prospects of the railroad industry are not as rosy now as could be wished. But why is this so? Is it due to failure by railway managers within recent years to develop, manage and operate the properties with as much public spirit, courage and efficiency as their predecessors? On the contrary, allowing for the conditions under which they have worked, the railway managers of this generation are to be credited with achievements equalling or surpassing those of any earlier generation. In spite of adverse conditions they have invested so much capital and used it with such skill, they have been so successful in gaining the co-operation of shippers and employes, that railway properties have been put in unprecedentedly good condition; that railway service has been made better than ever before, and that, in proportion to the wages and prices they must pay, the railways are more economically operated now than ever before. Since 1920 the average speed of freight trains has been increased 25 per cent; the average number of freight cars in each train, 34 per cent, and the average hourly service rendered by each train in carrying freight, 38 per cent, while the amount of fuel consumed in proportion to the service rendered has been reduced 22 per cent.

"And yet there are some things the matter with the railroads. One of these is that the motor vehicle, the airplane and barge lines are supported in part by the taxpayers, while the railways not only receive no help from the taxpayers, but are taxed to help competing means of transportation. Another thing that is the matter with them is that, while they are rigorously regulated, competing means of transportation are not only subsidized by the government but are not thus regulated. Another thing that is the matter with them is that even their rates that are not subject to the subsidized competition of other means of transportation are constantly held down or reduced to help agriculture and other industries whose condition the railways are not responsible for."

Think It Over

Our American railroads, comprising 35 per cent of the world's mileage, haul 60 per cent of the world's business and the steam railroads of the country become important purchasers and great consumers of coal, steel, lumber and oil, produced in the country. Twenty-five per cent of all the coal mined, 30 per cent of all the fabricated steel, 25 per cent of all the timber cut for commercial purposes and 11 per cent of all the petroleum produced in the United States are consumed by American steam railroads.—DR. HENRY MACE PAYNE, *Consulting Engineer, The American Mining Congress.*

Fifteen Employes Pensioned

FOLLOWING favorable action on their application for retirement, the following veteran employes were placed on the pension roll of the Company:

Brazen R. Gaige, Box 87, Delanson, N. Y., (baggageman). **Mr. Gaige** was born in Schenectady, N. Y., October 12, 1862, and entered the service of the Delaware and Hudson Company as a conductor and trainman, April 1, 1883. His retirement was approved as of February 1, last.

Jasper Gritman, 312 East Market Street, Wilkes-Barre, Pa., (engineman). He was born at East Benton, Pa., March 9, 1853, and entered the service of our company as a fireman, July 1, 1882. His retirement became effective April 1, last.

John A. Robinson, 82 Hudson Avenue, Green Island, N. Y., (switchtender). He was born at Lorraine, N. Y., December 31, 1852, and entered the service of our company as a trainman, May 1, 1877. His retirement was approved as of May 1, last.

Michael Falcone, 220 Saratoga Avenue, Mechanicville, N. Y., (crossing watchman, Maintenance of Way department). **Mr. Falcone** was born in Italy, January 12, 1861, and entered the service of the Delaware and Hudson as a laborer, July 1, 1887. His retirement was effective as of January 1, last.

George Ball, 111 South Hawk Street, Albany, N. Y., (crossing watchman, Maintenance of Way department). He was born in Albany, N. Y., September 28, 1854, and entered the service of The Delaware and Hudson Company as a crossing watchman, January 1, 1907. His retirement was approved as of May 1, last.

William H. Smith, 71 West Avenue, Saratoga, N. Y., (crossing watchman, Maintenance of Way department). He was born at Rutland, Vt., January 17, 1863, and entered the service of our company as a lineman, September 1, 1891. His retirement was approved as of January 1, last.

John E. Clark, 424 Hollenbeck Ave., Parsons, Pa., (conductor). He was born at Bloomsburg, Pa., October 1, 1862, and entered the service of The Delaware and Hudson Company as a slate picker, June 1, 1871. His retirement was approved as of February 1, last.

Nelson Lamay, 4 Elizabeth St., Whitehall, N. Y., (laborer, Motive Power department). He was born at Dresden, N. Y., July 9, 1853, and entered the service of our Company as a locomotive cleaner, March 5, 1918. His retirement was approved as of April 1, last.

Oliff F. Treverton, 13 Reynshanhurt St., Carbondale, Pa., (trainman). He was born at Beech Lake, Pa., January 16, 1863, and entered the employ of The Delaware and Hudson Company as a trainman May 1, 1891. His retirement was approved as of March 1, last.

Thomas H. Shattuck, 21 Spruce Street, Schenectady, N. Y., (conductor). He was born September 9, 1850, and entered the service of the Delaware and Hudson Company as a trainman, March 1, 1876. His retirement was approved as of May 1, last.

Anthony Holtzmaster, 120 South Church Street, Carbondale, Pa., (stationary fireman, Car department). He was born at Honesdale, Pa., November 6, 1860, and entered the service of our Company as a loader, December 1, 1874. His retirement was approved as of April 1, last.

William Ulmer, 50 Park Street, Carbondale, Pa., (janitor, Car department). He was born at Carbondale, Pa., July 11, 1852, and entered the service of the Delaware and Hudson Company as a car oiler, December 16, 1909. His retirement was approved as of February 1, last.

Frank A. Baker, 28 Andrews Street, Saratoga, N. Y., (track supervisor). He was born at Thurman, N. Y., May 27, 1859, and entered the service of the Delaware and Hudson Company as a sectionman, July 1, 1876. His retirement was approved as of January 1, last.

James D. Hevers, 58 Seventh Avenue, Carbondale, Pa., (roadmaster). He was born at Farview, Pa., November 17, 1857, and entered the service of our company as a water boy, May 1, 1871. His retirement was approved as of April 1, last.

Samuel H. Foster, 40 North Church Street, Carbondale, Pa., (ticket collector). He was born December 2, 1869, and entered the service of the Delaware and Hudson as a tool boy, April 1, 1883. His retirement was approved as of February 1, last.

Clicks from the Rails

Cabooses Have Identification Marks

One of the sights in the Union Pacific yard, Cheyenne, Wyoming, is the line of cabooses, the cupola of each of which is surmounted by some distinguishing mark. There are replicas of horses and dogs, elkhorns, pyramids, lodge emblems, flags, signals, letters, numerals and a variety of other things, carved of wood and projecting from the top of the cupola. These symbols have an utilitarian as well as a decorative purpose. To get to the yard office, the conductors cross a viaduct over the tracks, and while on this viaduct, by means of the identification symbols, they are able to pick out the location of their own cabooses, thus avoiding a lot of unnecessary walking.

* * *

Magician Quits Stage for Railroad

The call of the rails knows no special class of people. Arthur J. French, known as "Brando, The Challenge Handcuff King and Jail Breaker," recently bade goodbye to the footlights and became a member of the crew of the Southwestern Limited, a crack New York Central train.

Brando, has an unlimited number of escape tricks, many of them of a difficult nature, yet he does them with ease and grace. He escapes from handcuffs, mail bags, packing cases, coffins, band-boxes, iron bottles, iron boilers, straight jackets, and many other devices.

In addition he knows any number of card tricks, coin tricks and sleight-of-hand tricks, that are done with the finesse of the late Houdini.

* * *

Railroader "Rules" Islands

"A man's house is his kingdom," has often been quoted. Robert E. Dolan, passenger conductor running between Omaha and North Platte, on the Union Pacific not only has his home but two islands to add to his kingdom where no man may enter against his will. These islands are in the North Platte river, near Valley, Nebraska. Dolan bought them some years ago and established his residence on the larger of the two. He spends practically all of his time there when not on his run.

An Efficient Engineman

J. R. Falvey, engineman on the Southern Pacific's Overland Limited has an enviable record in efficiency. In 1922 the company offered a prize of a badge to be worn on the cap of the man who had the best fuel conservation record each quarter. If the same man won the honor twice a gold star was to be added.

Falvey won so many stars that he could no longer put them on the badge on his cap. Therefore the officials of the company gave him a large diamond to be placed in the center of the badge. Mr. Falvey also won an extended trip to Chicago recently in a contest sponsored by Railway Age, also in fuel conservation. It is said that Mr. Falvey's engine never uses as much coal as the average engine even for a single trip.

* * *

Ship Carries Railroad Train

Reports from London, recently, stated that a rather novel train-carrying vessel, the "Sea Train," had been launched at Jarrow. It is to be used in service between Havana, Cuba and New Orleans.

The ninety-two freight cars which are carried are accommodated in the hold, on the lower and upper decks and on the superstructure of the hatch. Four double rows of rails are laid on the upper and lower decks and hatch top and the cars for the hold are placed in a cradle and lifted bodily in.

When the cars are being shipped each is run onto a cradle which is then lowered into the hold and the car is run off onto its position on the rails.

* * *

World's Champion Sleeper

"The World's Champion Sleeper," is the title claimed by George H. Taggart, a traveling salesman of Baltimore, Maryland. Perhaps he is justified in his claim. He won the title after a serious wreck had occurred in Virginia recently.

Searchers in the ruins of the wreck in which the Pullman cars were piled up found Taggart several hours later sound asleep and snoring. He had not heard about any wreck, he said.

Sweden Has Ambulance Trains

Swedish railways will soon be equipped with "ambulance trains," which will be located at twelve strategic points along the railways. One of these trains is already prepared for action. The train consists of one ambulance car and two wrecking cars. The ambulance has a crew of eight men, all hospital graduates. Twelve skilled railroad workers man the other two cars.

The trains are made from old passenger cars, thoroughly rebuilt. Space is cleveraly utilized and all the latest scientific and medical appliances have been installed. Special care has been taken to insure protection from climate changes as regards medical supplies.

* * *

Oldest Pensioner, and Employe

On August 17, last, Thomas Gallagher, Flushing, N. Y., reached the age of 100. The Long Island Railroad claims for him the distinction of being the oldest railway pensioner in the world. He has been on the payroll of the Long Island for sixty-eight consecutive years.

For J. M. Horan, Milwaukee, Wisconsin, aged ninety-two, is claimed the distinction of being the oldest active railroad man in the world. For seventy-three years Horan has been in the employ of the Chicago, Milwaukee, St. Paul & Pacific, his present position being that of inspector of boilers.

* * *

Clerk Forgets Mail in Wreck

There was no morning mail at Middle Granville, N. Y., recently, for a very novel reason. This is why: As the engine was coming to a stop at West Pawlet, Vt., a milk truck ran into it. No one was hurt and very little damage was done. But in the ensuing excitement the mail clerk handed the carrier the same bag of mail which he had brought to the train. It was returned on the next train, however, and the mail was not seriously delayed.

* * *

According to *Railway Age*, the prize for peculiar railway names should be awarded to the Swansea & Mumbles Railway Company of England, which is the successor to the Oystermouth Railway Company.

The Joy of Living

IF nobody smiled, and nobody cheered,
and nobody helped us along—
If each, every minute looked after himself, and the
good things all went to the strong—
If nobody cared, just a little for you, and
nobody cared for me,
And we all stood alone, in the battle of life,
what a dreary old world it would be.

Life is sweet just because of the friends we
have made,
and the things which in common we share
We want to live on, not because of ourselves, but
because of the people who care.
I'ts giving and doing for somebody else—
on that all life's splendor depends.
And the joy of this world, when we've
summed it all up,
is found in the making of friends.

—*Anonymous.*